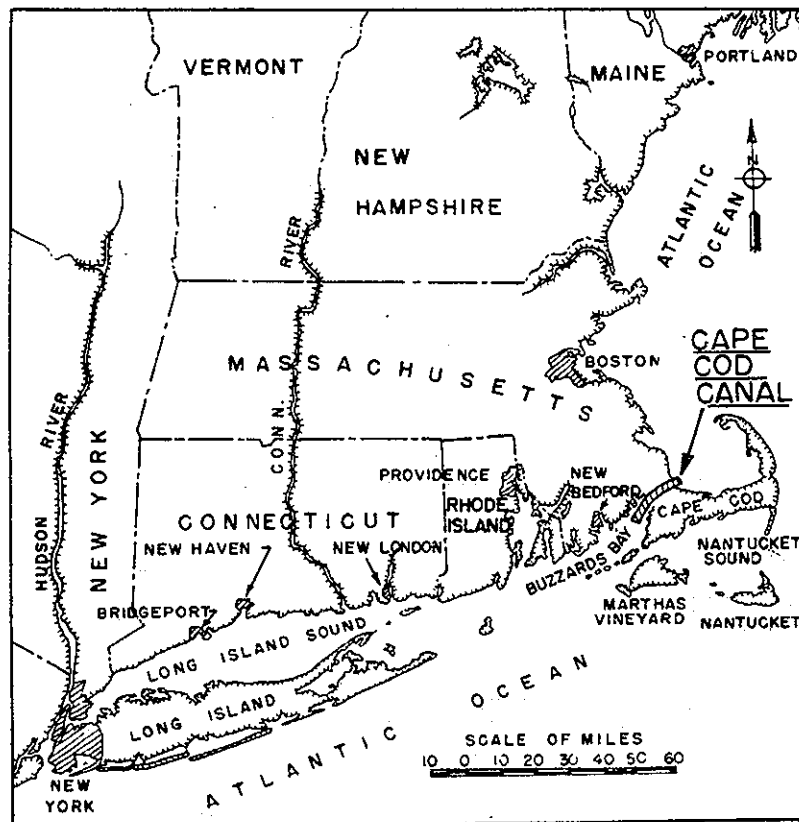


CAPE COD CANAL

NAVIGATION REGULATIONS AND GENERAL INFORMATION



U.S. ARMY ENGINEER DIVISION, NEW ENGLAND
CORPS OF ENGINEERS WALTHAM, MASS.

REVISED - 8 SEPTEMBER 1962

U.S. ARMY ENGINEER DIVISION, NEW ENGLAND
CORPS OF ENGINEERS
424 TRAPELO ROAD
WALTHAM 54, MASS.

RULES AND REGULATIONS TO GOVERN THE USE, ADMINISTRATION

AND NAVIGATION OF THE CAPE COD CANAL

APPROVED BY THE SECRETARY OF THE ARMY 23 JULY 1962

AND

GENERAL INFORMATION CONCERNING THE CANAL

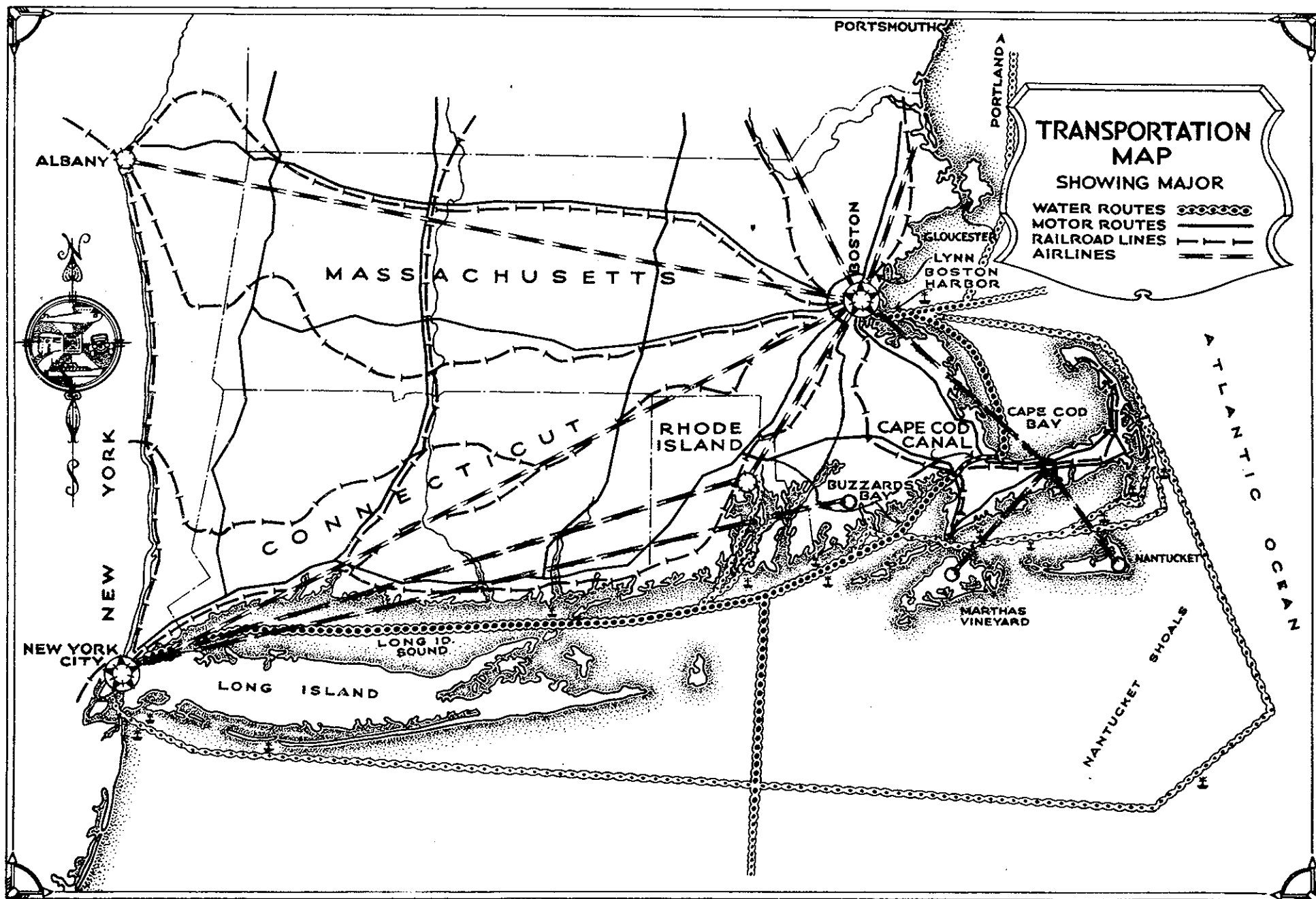


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Map of Canal

RULES AND REGULATIONS
TO GOVERN
THE USE, ADMINISTRATION AND
NAVIGATION OF THE CAPE COD CANAL

PART 207--NAVIGATION REGULATIONS

CAPE COD CANAL, MASS.

Pursuant to the provisions of Section 7 of the River and Harbor Act of August 8, 1917 (40 Stat. 266; 33 U.S.C. 1), Section 207.20 governing the use, administration and navigation of the Cape Cod Canal, Massachusetts, is hereby amended to accomplish desired changes and revisions effective 30 days after publication in the FEDERAL REGISTER, as follows:

207.20 Cape Cod Canal, Mass.; use, administration and navigation.

(a) Limits of Canal. The Canal, including approaches extends from the Canal Station (Minus) -40 in Cape Cod Bay, 2600 feet seaward of the Canal Breakwater Light through dredged Channels and Land Cuts to Cleveland Ledge Light in Buzzards Bay approximately four (4) statute miles southwest of Wings Neck.

(b) Supervision. The movement of ships, boats and craft of every description through the canal and the operation and maintenance of the waterway and all property of the United States pertaining thereto, shall be under the supervision of the Division Engineer, U.S. Army Engineer Division, New England, Corps of Engineers, Waltham, Massachusetts or his authorized representatives.

(c) Vessels allowed passage. The canal is open for passage to all adequately powered vessels properly equipped and seaworthy, of sizes consistent with safe navigation as governed by the controlling depth, widths, and clearances of the bridges on the waterway. The granting of permission for any vessel to proceed through the waterway shall not relieve the owners, agents and operators of full responsibility for its safe passage. No vessel having a greater draft forward, than aft will be allowed to transit the canal. Craft of low power and wind driven are required to have and use auxiliary power during passage through the canal land cut and will continue to use this power between the State Pier, Buzzards Bay and Cleveland Ledge Light if it is necessary for the craft to navigate the Federal Improved Channel. Low powered vessels should await slack water or favorable current for canal transit.

(d) Tows. (1) Tows shall be made-up outside the canal entrances. All vessels engaged in towing other vessels not equipped with a rudder shall use two tow lines or a bridle and one tow line. If the vessel in tow is equipped with a rudder, one tow line may be used. All tow

lines or hawsers must be hauled as short as practicable for safe handling of the tows. No towboat will be allowed to enter the waterway with more than two barges in tow unless prior approval is granted by the Vessel Dispatcher.

(2) The maximum length of pontoon rafts using the canal will be limited to 600 feet, and the maximum width to 100 feet. Pontoon rafts exceeding 200 feet in length will be required to have an additional tug on the stern to insure that the tow is kept in line. The tugs used must have sufficient power to handle the raft safely.

(3) Dead vessels are required to transit the canal during daylight hours and must be provided with the number of tugs sufficient to afford safe passage through the canal.

(e) Explosives. Vessels or tows carrying explosives must notify the Vessel Dispatcher prior to entering the canal so that arrangements can be made for a clear canal passage. Transportation of explosives through the canal shall be in strict accordance with regulations prescribed by law.

(f) Clearance priority. Ordinarily, vessels will be given clearance in the order of arrival, but when conditions warrant one-way traffic, or for any reason an order of priority is necessary, clearance will be granted in the following order:

(1) First. To vessels owned or operated by the United States, including contractors' equipment employed on canal maintenance or improvement work.

(2) Second. To passenger vessels.

(3) Third. To cargo vessels, towboats, commercial fishing vessels, pleasure boats and miscellaneous craft.

(g) Obtaining clearance. Vessels over 25 feet in length, with or without radar, are cautioned not to transit the canal until clearance by traffic lights, radio, radiotelephone, megaphone, or Corps of Engineers' patrol boat has been obtained. If a vessel of any type is delayed at the mooring basins, State Pier, Buzzards Bay or the Sandwich bulkhead, a second clearance must be obtained prior to continuing passage through the canal.

(1) Traffic lights. Traffic lights, red, green and amber yellow are located at the easterly canal entrance, Sandwich; the easterly side of the Sandwich Control Station 35; approximately 1,000 feet west of the Buzzards Bay Railroad Bridge; at the westerly entrance of the Hog Island Channel at Wings Neck and apply to all vessels over 65 feet in length that desire to transit the canal as follows:

(i) West bound traffic. When the green light is on at the eastern (Cape Cod Bay) entrance, properly equipped vessels may proceed westward through the canal. When the fixed red light is on, any type of vessel over 65 feet in length drawing more than 25 feet, and towboats with any type of craft in tow must stop clear of the Cape Cod Bay entrance approach channel. When the amber yellow light is on, vessels drawing less than 25 feet may proceed as far as the East Mooring Basin where they must stop, and from that point clearance must be granted by radiotelephone, contact with the Corps of Engineers' patrol boat, or other reliable means. When the red light is flashing, clearance to enter the canal may be expected within a reasonable time, not to exceed 30 minutes. If, on receiving the green light, the ship does not get under way within 30 minutes, the priority to pass through the canal may be forfeited. Anchorage of vessels drawing more than 25 feet is prohibited between Buzzards Bay Buoy No. 7 (FLW & Bell) and the easterly entrance to the canal channel.

(ii) East bound traffic. When the green light is on at Wings Neck, properly equipped vessels may proceed eastward through the canal. When the fixed red light is on, vessels over 65 feet in length drawing less than 25 feet, and towboats with any type of craft in tow must keep southerly of Hog Island Channel Entrance Buoys Nos. 1 and 2 and utilize the general anchorage areas adjacent to the improved channel. Vessel traffic drawing 25 feet and over are directed not to enter the canal channel at the Cleveland Ledge Light entrance and shall lay-to or anchor in the vicinity of Buzzards Bay Buoy No. 7 (FLW & Bell) until clearance is granted by the Canal Dispatcher by a green traffic light at Wings Neck or by radio or radiotelephone communication. When the amber yellow light is on, vessels may proceed through Hog Island Channel as far as the West Mooring Basin or the State Pier, where they must stop and from that point clearance shall be controlled by the traffic lights located approximately 1,000 feet west of the railroad bridge, or clearance granted by the Corps of Engineers' patrol boat, or by radiotelephone or other reliable means. When the red light at Wings Neck is flashing, clearance to enter the canal may be expected within a reasonable time, not to exceed 30 minutes. If, on receiving the green light, the ship does not get underway within 30 minutes, the priority to pass through the canal at that time may be forfeited. In the daytime when sunshine partially obscures the traffic lights at Wings Neck, a red ball or shape, will be suspended from a pole 60 feet south of the lights. When this ball is so suspended it indicates that a red light is on and the canal is closed to east bound traffic. The supplementary traffic lights located approximately 1,000 feet west of the railroad bridge are for controlling east bound traffic that has passed in by Wings Neck, in the event of emergencies for dispatching traffic from the West Mooring Basin and State Pier, and for indicating that the railroad bridge is in a closed (down) position. When the green light is on, vessels may proceed eastward through the canal. When the red light is on, all vessels over 25 feet in length are directed not to pass east of the State Pier.

(2) Small Craft. Vessels under 65 feet in length may proceed against a red traffic light to the East Mooring Basin or the East Boat Basin when west bound and as far as the West Mooring Basin or the State Pier when east bound, at which points they must obtain clearance from the Corps of Engineers' patrol boat or from personnel at the Sandwich Observation Station or the Administration Building at Buzzards Bay, as the case may be. In order to check on the safety of small vessels transiting the canal land cut (Cape Cod Bay to State Pier at Buzzards Bay), all craft are required to make a complete passage through the canal between the above points in order that traffic checks may be made at the Sandwich Observation Station and the Administration Area, Buzzards Bay. When the railroad bridge span is in the closed (down) position, all motorboats and other small craft are cautioned not to proceed beyond the points designated by stop signs posted east and west of the railroad bridge. Small craft proceeding with a fair tide (with the current) should turn and stem the current at the designated stop points until the railroad bridge is in the raised (open) position.

(3) Procedure When Traffic Lights Are Extinguished. When traffic lights are extinguished all vessels over 65 feet in length are cautioned not to enter the canal until clearance is obtained by radio, radiotelephone, or Corps of Engineers' patrol boat.

(4) Procedure in Thick Weather. When signal lights are obscured by poor visibility, all vessels over 65 feet in length are cautioned not to enter the canal until clearance is obtained by radio, radiotelephone, or Corps of Engineers' patrol boat. All ships which have obtained clearance shall sound three long blasts of a whistle or horn when passing in by Wings Neck or the Sandwich breakwater. Ships may transit the canal in thick weather by use of radar with the understanding that the United States Government will assume no responsibility, and provided that clearance has been obtained from the Vessel Dispatcher and that radio contact on 2350 KC is maintained throughout the passage.

(h) Railroad Bridge Signals. The following signals at the Buzzards Bay railroad bridge should be given strict attention.

(1) The vertical lift span on the railroad bridge is normally kept in the raised (open) position, except when it is lowered for the passage of trains, or for maintenance purposes. Immediately preceding the lowering of the span, the operator will sound two long blasts of an air horn. Immediately preceding the raising of the span, the operator will sound one long blast of an air horn. When a vessel or craft of any type is approaching the bridge with the span in the down (closed) position and the span cannot be raised immediately, the operator will so indicate by sounding danger signals of four short blasts in quick succession.

(2) When the lift span is in the down (closed) position in foggy weather or when visibility is obscured by vapor, there will be four short blasts sounded from the bridge every two minutes.

(i) Speed. All vessels are cautioned to pass mooring and boat basin facilities and all floating plant engaged in maintenance operations of the waterway at a minimum speed consistent with safe navigation. In order to coordinate scheduled rail traffic with the passage of vessels and to minimize erosion of the canal banks and dikes from excessive wave wash and suction, the following speed regulations must be observed by vessels of all types, including pleasure craft. Pilots are warned that continued violations of the speed regulations will be referred to the Bureau of Marine Inspection, United States Coast Guard. The minimum running time between the Sandwich Observation Station, Station 35, and the Administration Office, Buzzards Bay, Station 388, is prescribed as follows:

Head	60 Minutes	5.80 nautical miles/hr
Fair Tide	30 Minutes	11.60
Slack Tide	45 Minutes	7.7k

The minimum running time between the Administrative Office, Station 388, and Hog Island Channel westerly entrance, buoy No. 1, Station 661, is prescribed as follows:

Head Tide	46 Minutes
Fair Tide	23 Minutes
Slack Tide	35 Minutes

The running time at slack water will apply to any vessel which enters that portion of the canal between Stations 35 and 661 within the period of one-half hour before or after the predicted time of slack water as given in the United States Coast and Geodetic Survey publication, "Current Tables, Atlantic Coast, North America." The minimum running time during a head tide or a fair tide shall apply to any vessel which enters that portion of the canal between Stations 35 and 661 at any time other than designated above for time requirements at slack tide.

(j) Management of Vessels. (1) Pilot Rules. (i) The canal is an inland waterway of the United States and the pilot rules for such waterways as contained in the United States Coast Guard publication "Pilot Rules" are applicable concerning matters not otherwise covered in this section.

(ii) The Masters of all vessels with a length overall of 200 feet and over are directed to notify the Canal Dispatcher prior to entering the waterway, of the name of the Pilot handling the vessel through the canal by the media outlined below.

(a) Direct communication with the Cape Cod Canal office is available at all hours by means of telegraph, telephone, and radio. The telephone number is Buzzards Bay Plaza 9-4431 or Plaza 9-4432. The nearest ship-to-shore telephone station is at Scituate, Mass., (call letters WOU). The nearest radio telephone station (call letters WUA-21) is located at the Cape Cod Canal office, Buzzards Bay, Mass., operating on a frequency of 2350 k.c.

(b) Vessels equipped to communicate on 2350 k.c. are requested to keep their radio telephones tuned to that frequency during the entire passage through the canal.

(2) Right of Way. All vessels proceeding with the current shall have the right of way over those proceeding against the current. All craft up to 65 feet in length shall be operated so as not to interfere with the navigation of vessels of greater length.

(3) Passing of Vessels. Restricted passing of vessels in the canal is permissible in emergencies, particularly when a leading low-powered ship is unable to maintain a normal speed, but extreme caution must be observed to avoid collision, and consideration given to the size of the ship to be overtaken, velocity of current and wind, and atmospheric conditions.

(4) Unnecessary Delay in Canal. Vessels and other type craft must not obstruct navigation by unnecessarily idling at low speed when entering or passing through the canal.

(5) Stopping in the Waterway. Anchoring in the Cape Cod Canal Channel is prohibited except in emergencies. For the safety of canal operations it is mandatory that the Masters of all vessels anchoring in the Canal Project Channel (Cape Cod Bay to Cleveland Ledge Light) because of mechanical deficiencies - groundings in or adjacent to the channel limits, or for any other reason, immediately notify the Canal Dispatcher by media outlined in (j) (1) (ii), above.

(6) Utilization of Mooring and Boat Basins and the Sandwich Bulkhead. Vessels or boats mooring or anchoring in the mooring or boat basins and at the Sandwich bulkhead must do so in a manner not to obstruct or impede vessel movements to and from the basins. Mooring in the West Boat Basin at Buzzards Bay, near the railroad bridge, is not permitted except in an emergency. Fishing boats, yachts, cabin cruisers and other craft utilizing the East Boat Basin on the south side of the canal at Sandwich, Massachusetts, are not permitted to tie up at the Corps of Engineers' landing float or anchor in a manner to prevent canal floating plant from having ready access to the float. All vessels or barges left unattended must be securely tied with adequate lines or cables. The United States assumes no liability for damages which may be sustained by any craft using the bulkhead at Sandwich or the canal mooring or boat basin facilities.

(k) Grounded, Wrecked or Damaged Vessels. In the event a vessel is grounded or is so damaged by accident as to render it likely to become an obstruction in the waterway, the Division Engineer or his authorized representative shall supervise and direct all operations that may be necessary to move the vessel to a safe locality.

(l) Commercial Statistics. Masters of vessels shall furnish the local authorized representative of the Division Engineer on each

passage through the canal their own names, the pilot's name and an accurate oral or written statement of passengers, freight, and other pertinent vessel data as required.

(m) Deposit of Refuse. No oil or other allied liquids, ashes, or materials of any kind shall be thrown, pumped, or swept into the canal or its approaches from any vessel or craft using the waterway, nor shall any refuse be deposited on canal grounds, marine structures, or facilities.

(n) Trespass or Injury to Property. Subject to the provisions of paragraph (o) of this section, trespass upon the canal property or injury to the canal, lands, banks, revetment, bridges, breakwaters, dikes, dolphins, fences, culverts, trees, light, telephone or power lines, or any other property of the United States pertaining to the canal is prohibited.

(o) Fish, Game and Recreation. Persons at their own risk may fish with rod and line from the banks of the canal at such locations as may be designated by the Division Engineer or his authorized representative and under the same conditions use specified areas for recreational purposes. Fish and game laws of the United States and the Commonwealth of Massachusetts will be enforced. Fishing and lobstering by boat in the Cape Cod Canal between the east entrance (Cape Cod Bay) and the State Pier, Buzzards Bay are prohibited. Fishing by boat is permitted in the area west of the State Pier, Buzzards Bay, provided that all craft stay out of the channel, as defined by United States Coast Guard buoys and beacons. Skin diving in the canal between the westerly entrance of the Hog Island Channel and Cape Cod Bay is prohibited unless authorized by the Canal Dispatcher. Visitors may park automobiles at their own risk in unrestricted Government areas while engaged in recreational activities. No open fires will be allowed at any time except by special permission and then shall be in compliance with State or Town laws. No overnight tenting or camping on Government land will be permitted.

Approved:

/s/ Cyrus Vance
Secretary of the Army

DATE: JUL 23 1962

NOTE: These rules and regulations will be in full force and effect thirty (30) days after their publication in the Federal Register. They were published in the Federal Register August 8, 1962. They have been posted in the following post offices:

Portland, Maine

Boston, Massachusetts
Buzzards Bay, Massachusetts
Wareham, Massachusetts
Sandwich, Massachusetts
Fall River, Massachusetts
New Bedford, Massachusetts

Providence, Rhode Island
Newport, Rhode Island

Bridgeport, Connecticut
New Haven, Connecticut

GENERAL INFORMATION
(See accompanying Map)

1. LOCATION. - The Cape Cod Canal is a sea level waterway, extending from a point in Cape Cod Bay about 50 miles southeast of Boston Harbor, Massachusetts, to Cleveland Ledge Light, Buzzards Bay, Massachusetts. In general direction the canal trends from Cape Cod Bay westerly to Buzzards Bay.

2. DIMENSIONS OF CANAL AND APPROACH CHANNELS. - The present project adopted 21 January 1927, supplemented by Public Works Acts of 1933 and 1935 and River and Harbor Acts of 1935 and 1945, provides for a channel 32 feet deep at mean low water. For controlling depths in the Canal and approach channels, see supplemental bulletin referred to in Paragraph 15, Page 13.

	Bottom Width (Feet)	Length (Statute Miles)
Easterly entrance (Station -40 to Station -12)	540	0.5)
Canal Land Cut, (Station -12 to Station 413)	*480	8.1)
Hog Island Channel, (Station 413 to Station 661)	500	4.7
Cleveland Ledge Channel, (Station 661 to Station 880)	700	4.1

*except narrows to 450 feet opposite State Pier (Buzzards Bay).

3. TIDES. - The mean tidal range in Cape Cod Bay is 9.4 feet; and in Buzzards Bay it is 4.0 feet. Predicted times and heights of tides for each day of the year can be obtained from the U. S. Coast & Geodetic Survey publication, "Tide Tables, Atlantic Ocean, East Coast North and South America, (including Greenland)."

4. CURRENTS. - Strong tidal currents occur in the Canal. Predicted times and velocities of maximum eastward and westward currents and predicted time of slack tide for each day of the year are given in the U. S. Coast & Geodetic Survey publication, "Current Tables, Atlantic Coast, North America."

5. NAVIGATION. - Navigators are warned to be on the alert for possible "bank suction" and "bank cushion", the effects of which may cause a vessel to take a sudden and decided sheer. Ship masters are directed to notify the Canal Dispatcher in advance of entering the channel of any known defects their ship may have which would affect the handling of their vessel in the Canal.

a. Vessel traffic drawing 25 feet and over are directed not to enter the Canal Channel at the Cleveland Ledge Light entrance and shall lay-to or anchor in the vicinity of Buzzards Bay Buoy No. 7 (FL W & Bell) until clearance is granted by the Canal Dispatcher by a green traffic light at Wings Neck or by radio or radio-telephone communication.

b. Vessel traffic with drafts in close proximity to the 32-foot mean low water project depth of the Canal should make themselves fully cognizant of the controlling dimensions of the waterway and transit the Canal during the maximum stages of high water at a speed consistent with safe navigation.

6. AIDS TO NAVIGATION. a. Aids to navigation for the Cape Cod Canal approach channels are under the jurisdiction of the First Coast Guard District, Boston, Massachusetts, and are shown on U. S. Coast & Geodetic Survey Charts Nos. 249, 251, 1208, and 1210, and are described in Treasury Department, U. S. Coast Guard, "Complete List of Lights and Other Marine Aids, Atlantic Coast of the United States, Volume I-V, CG-158, 1960" and amendments thereto.

b. The Channel Limits of Cleveland Ledge and Hog Island Channels are defined by buoys. The navigation Beacon Lights in Hog Island Channel Nos. 3, 5, 7, 9, and 11, and Nos. 4, 6, and 8 are located 125 feet outside the limits of the channel, in shoal water. Beacon Lights Nos. 12, 18, and 20 are located on Hog Island, Bassets Point and Greenwood Point, respectively, and are south of the southerly limit of the channel as follows: No. 12, 481 feet; No. 18, 100 feet; and No. 20, 90 feet. Beacon Light No. 27 is a fixed yellow mercury light located 120 feet north of the northerly channel limit at Canal Station 391 (Canal Administration Area).

c. The Canal in the Land Cut Section is lighted at night by Mercury Vapor Lamps 1,000 feet apart, 140 feet from the edge of the channel and 25 feet above mean high water. The lights, yellow on the north bank and white on the south bank are staggered at 500 foot intervals. The intermediate white incandescent lamps on both banks will be energized only when outages occur in the Mercury Circuits.

d. Red navigation lights are installed on the lower chords of the Bourne and Sagamore Highway Bridges 250 feet north and south of the center line to mark the margin of available channel. Green lights denote the center line of the channel.

e. Immediately preceding the lowering of the Railroad Bridge span, the operator will sound two long blasts of an air horn. Immediately preceding the raising of the span, the operator will

sound one long blast of an air horn. When the bridge span (normally maintained in an open or raised position) is in a down or lowered position, during periods of low visibility, there will be four blasts of an air horn on the span every two minutes. The navigation lights (560°) are fixed green when the lift span is in a full raised position and stay green until the span starts to lower (6 to 8 feet) when it becomes a fixed red. The four red flashing lights affixed to the top of the bottom chord on both east and west sides of the bridge start flashing when the center light becomes red and continue to flash red until the bridge returns to the raised position, when the center light becomes green. The piers of the railroad bridge are lighted in accordance with "Aids to Navigation, Treasury Department, U. S. Coast Guard, CG-208, January 1, 1953" as amended.

7. BRIDGES. - Two fixed span highway bridges and one vertical lift railroad bridge cross the Canal. The horizontal distance between channel piers is 350 feet at the highway bridges and 500 feet at the railroad bridge. The minimum bridge clearances for the available width of channel are as follows:

	<u>Channel Width</u> (feet)	<u>Vertical Clearance</u> (mean high water) (feet)
Highway Bridge	480	135
Railroad Bridge	466	135 (open) 7 (closed)

8. MOORING BASINS. - Mooring basins are located at the east and west ends of the Canal Land Cut. The East Mooring Basin is located on the north side of the Canal at Sandwich, Mass. It is 550 feet wide and 1660 feet long at the line of dolphins and approximately 3000 feet in length at the approach to the basin from the Canal channel and has been dredged to a depth of 25 feet at mean low water. There are 13 mooring dolphins (14-wood pile) located along the northerly basin limit, spaced approximately 40 feet apart with the exception of the two easterly dolphins which are 100 ft. apart. The West Mooring Basin is located on the southeast side of Hog Island Channel, Buzzards Bay. It is 350 ft. wide and 2700 ft. long at the line of dolphins and approximately 4000 ft. in length at the approach to the basin from the canal channel and has been dredged to a depth of 32 feet of mean low water. There are six steel mooring dolphins along the southerly limit of the basin spaced 80 ft. apart. Vessels moored at the Sandwich Bulkhead and East and West Mooring Basins shall have sufficient crew aboard at all times to insure the safety of the vessel. To obtain the latest information as to the depths of water in the Mooring Basins and at the Sandwich Bulkhead reference is to be made to the Monthly Bulletin described on Page 13, Paragraph 15.

9. SMALL BOAT BASINS AND CHANNELS. - a. The East Boat Basin, located on the south side of the Canal opposite the East Mooring Basin, is 440 feet in length, 250 feet in width, and has been dredged to a depth of 13 feet at mean low water.

b. An improved channel, 15 feet at mean low water and 100 feet in width leads from the northwest side of Hog Island Channel, abreast of Hog Island, to the existing harbor for small vessels in Onset Bay.

c. An improved channel, 7 feet deep at mean low water and 100 feet wide, leads from a point opposite the easterly end of the West Mooring Basin at approximately Canal Station 435 and extends to deep water in Cohasset Narrows at the approach to Buttermilk Bay. The natural channel leading into Buttermilk Bay is crossed by two fixed bridges, having a least horizontal clearance of 25 feet and a vertical clearance of six feet at mean high water.

10. TERMINAL FACILITIES. - a. At the easterly entrance of the Canal near the East Boat Basin, water, fuel, oil and gasoline are obtainable for the convenience of vessels from private sources.

b. At the west end of the Canal Land Cut (State Pier), Buzzards Bay, supplies of all kinds may be taken aboard and are obtainable from local, private sources. The State Pier at Buzzards Bay has a length of 600 feet and berthing space along the face of the pier, which has been dredged to a depth of 25 feet at mean low water. The pier is under the supervision of the Massachusetts Maritime Academy. Information and regulations governing the use of the pier can be obtained from the Officer of the Day aboard the training ship "Bay State" telephone Buzzards Bay, Plaza 9-9800 and 9-3512.

11. COAST GUARD STATION AND WEATHER SIGNALS. - A U. S. Coast Guard Station is located near the easterly entrance of the Canal on the south bank and U. S. Weather Bureau signals are displayed at that location. Weather signals are also displayed at the Corps of Engineers' Wings Neck Control Station at the westerly entrance of Hog Island Channel.

12. CABLE CROSSINGS. - A Submarine Telephone Cable crosses the Hog Island Channel, positioned in a direction of 319° True at a point on the centerline of the channel, 1,000 feet west of Hog Island Beacon #9. The least depth of water over the utility is 36 feet at mean low water. Aerial power cables, two (2) at Bournedale, 1.2 Statute Miles West of the Sagamore Bridge and one (1) at Buzzards Bay, 0.7 Statute Miles West of Bourne Bridge cross the canal and have a least vertical clearance of 160 feet above mean high water.

13. TRAFFIC LIGHTS. - Red, green, and amber-yellow signal lights, visible for a distance of about two miles in clear weather, day or night, are located at the following points:

a. Eastern (Cape Cod Bay) entrance on the south side of the Canal with a mean elevation of 55 feet above mean high water. Red, green and amber tell-tale lights are installed on the west side of the traffic light structure and indicate what signal lights are being displayed for west bound traffic entering the canal.

b. Supplemental traffic lights at a mean elevation of 28 feet above M. H. W. are installed on the easterly side of the Sandwich Control Station, south side of canal, canal station 35 + 00 and will be energized at such times as power failures and/or other conditions make the regular traffic lights at the easterly canal entrance inoperative.

c. Western (Buzzards Bay) entrance to Hog Island Channel at the Wings Neck Control Station, east side of the canal at a mean elevation of 48 feet above mean high water.

d. Station 389, approximately 1,000 feet west of the Buzzards Bay, Railroad Bridge at the Corps of Engineers' Administration Area north side of the canal, for control of Eastbound traffic only, at a mean elevation of 37 feet above Mean High Water.

14. TWO WAY TRAFFIC. - Two-way traffic through the canal will be allowed when, in the opinion of the Division Engineer's representative charged with controlling traffic, conditions are suitable.

15. INFORMATION BULLETIN. - An information bulletin giving the controlling depths and other data pertaining to current canal activities is issued once a month and may be obtained free of charge upon application to the Division Engineer, U. S. Army Engineer Div., New England, Corps of Engineers, Waltham, Mass. Information on operational conditions, widths, depths, or other data on the canal is available at all hours, day or night, by telephone, Buzzards Bay, Plaza 9-4431.

16. COMMUNICATIONS. - a. Direct communication with the Cape Cod Canal office is available at all hours by means of telegraph, telephone and radio. The telephone number is Buzzards Bay, Plaza 9-4431. The nearest ship-to-shore telephone station is at Scituate, Mass., (call letters W. O. U.). The nearest radiotelephone station (call letters WUA 21) is located at the Cape Cod Canal Office, Buzzards Bay, Mass., operating on a frequency of 2350 k.c.

b. Vessels equipped to communicate on 2350 k.c. are requested to keep their radiotelephone tuned to that frequency during the entire passage through the Canal. Only calls on a frequency of 2350 k.c. can be answered directly by the Cape Cod Canal Office.

c. Except as indicated in paragraph 15, Page 13, written communications concerning the Canal should be addressed to the Division Engineer, U. S. Army Engineer Division, New England, 424 Trapelo Rd., Waltham, Mass.

17. TOLLS. - The Cape Cod Canal is maintained by the U. S. Government as a toll-free waterway.

18. PILOTS. - The Corps of Engineers does not maintain pilot services, but independent pilots licensed by the Treasury Department, United States Coast Guard are usually available at the Canal. Messages to the Cape Cod Canal Pilots, Inc., Buzzards Bay, Mass., telephone Buzzards Bay, Plaza 9-5571, will be transmitted with the understanding that the U. S. Government assumes no responsibility in connection therewith.

19. TOWAGE. - The U. S. Army Engineer Division, New England, Corps of Engineers, Cape Cod Canal Field Office does not supply towage service.

